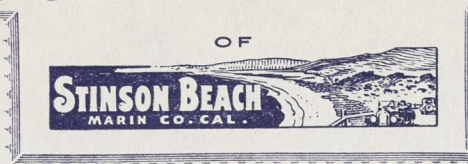


# PROGRESSIVE CLUB



Greetings for a prosperous 1934.

You are probably acquainted with all the Progressive Club has accomplished for Stinson Beach and this district in the four years of its existence, so we will not go into detail here of past performances.

Our particular interest now is to be ready to co-operate with the County and other organizations in acquiring the benefits which will accrue from the building of the Golden Gate Bridge. We must be well organized and we must have some money in the treasury for this purpose.

The Progressive Club of Stinson Beach is now recognized as the representative organization of this community by all of the other organizations of the Northern Counties and as loyal Stinson Beach residents and property owners, we appeal to you to join us again to swell the membership numbers to the maximum.

We need your co-operation and invite you to join us for mutual advantage. Send your \$1.50 for the ensuing year to Hilda M. Grunert, Secretary, Stinson Beach.

Yours very truly,

The Progressive Club of Stinson Beach



COPY OF TELEGRAM FROM CONGRESSMAN CLARENCE F LEA

Clyde Edmondson, General Manager  
Redwood Empire Association  
85 Post St, San Francisco, Calif.

Jan. 6, 1934

Please air mail information as to status of effort to place Shoreline Highway in secondary road system and also full route proposed to be included.

Clarence F Lea.

COPY OF LETTER FROM CLYDE EDMONDSON

January 6, 1934

Honorable Clarence F Lea,  
U.S. Congressman,  
Washington, D.C.

Dear Congressman Lea:

Replying to your telegram this morning received in which you ask airmail information as to status of effort to place Shoreline Highway in secondary road system and also full route proposed to be so included, we offer the following:

- (a) The Shoreline Highway at the present time extends from the intersection with State primary route 1 ( U.S. Route 101) at the redwood Richardson Bay Bridge near Sausalito in Marin County to Stinson Beach; thence northerly more or less along the ocean shore of Marin, Mendocino and Humboldt Counties to Ferndale, and thence to Fernbridge. At Fernbridge, the Shoreline Highway again intersects State Primary Highway Route 1 (U.S. Route 101). This routing is clearly shown on the attached folder.

As previously outlined to you, an immediate objective is to bring about survey, obtainment of rights of way and construction of a direct approach from the Shoreline Highway to the North bridgehead of the Golden Gate Bridge, which would change the Southern terminus of the Shoreline Highway to the bridgehead instead of the redwood Richardson Bay Bridge.

- (b) Through the combined efforts of the nine counties in the Redwood Empire between San Francisco and Grants Pass, in cooperation with the State Senators and Assemblymen from these counties, the following units of the Shoreline Highway were inducted into the Secondary State Highway system and are now being maintained by the State Department of Public Works and California Highway Commission:

From the Southern terminus, namely Richardson Bay Bridge to Stinson Beach to the northerly Marin County line;



From Jenner at the mouth of the Russian River to the northerly Sonoma County line;

From the northerly Sonoma County Line to DeHaven Junction in Mendocino County;

From Ferndale to Ferhbridge in Humboldt County;

(The Russian River arterial highway from Cotati to Sebastopol to Guerneville to Monte Rio to Jenner was also taken into the Secondary Highway System furnishing another direct lateral between the Redwood and the Shoreline Highways)

- (c) The Shoreline Highway Association embraces the five counties served by the Shoreline Highway, namely: San Francisco, Marin, Sonoma, Mendocino and Humboldt Counties - together with the support of the Redwood Empire Association embracing nine counties -- are now designing a campaign to bring about the inclusion of the balance of the Shoreline Highway into the Secondary State Highway System in the 1935 Legislature.

I believe you will agree that this highway is entitled to some Federal Aid from a national defense standpoint. If the War Department would petition the Public Works Administration with the support of Congress for an appropriation to construct this highway, would not the appropriation be forthcoming?

Would greatly appreciate it if you would thoroughly investigate the possibility of obtaining direct Federal appropriation for the construction of this route -- both from the standpoint of national defense and whatever standpoint you consider logical.

The first step in the program should be the Golden Bridge approach to the north bridgehead of the Shoreline Highway.

Will appreciate your keeping this office advised.

Thanking you for your cooperation, and with best wishes,

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

Clyde Edmondson,  
General Manager

P.S. Portions of the Shoreline Highway marked in red on the attached map are the units taken into the Secondary State Highway system in the 1933 Legislature, now under State maintenance. The unmarked portions represent county roads which it is proposed to have inducted into the Secondary State highway system in the next Legislature. Portions marked in blue on the attached map indicate highways already in the State highway system, which have been constantly improved over a period of years.



C O P Y

CONGRESS OF THE UNITED STATES

House of Representatives

Washington, D.C.

January 10, 1934

Mr. Clyde Edmondson, General Manager,  
Redwood Empire Association,  
85 Post Street,  
San Francisco, California.

Dear Mr. Edmondson:

I thank you for yours of January the 6th, for the information which it gave and for the promptness of your reply.

I regret to say that there is little likelihood of the War Department interfering to aid in the expenditure of funds on the Shoreline Highway or any other public highway under the Federal aid construction program.

Near the close of the World War a committee was appointed to study the military necessity as a basis for the routing of new Highway 1. Finally the committee was abandoned. Its work has been given little credence so far as influencing selection of routes.

Federal highway funds, even under the emergency program, are allocated to the States under a set formula which in practise leaves to the State authorities the determination of the routes on which the funds are to be spent under these set formulas.

The Federal Government does not follow a policy of making specific appropriations for particular roads in the States other than those that immediately connect with some military post or serve some special Government activity such as a Light-house or Coast Guard Station or a Military Reservation or a Military Station.

Therefore, any Federal funds used for the Shoreline Highway must be secured through the approval of the State Road Authorities.

At most, the extent of the participation of the Federal Government in such a matter would be to confer with the State authorities in an informal way concerning the military utility of the road as a phase to be considered in the selection of routes for Federal expenditures. Such participation would not affect the amount of funds allocated to the State.

Again thanking you for the information which you so clearly presented in your letter, I am,

Sincerely yours,

/S

(Signed) Clarence F. Lea





## GOLDEN GATE BRIDGE AND HIGHWAY DISTRICT

ONE ELEVEN SUTTER STREET  
GARFIELD 1101  
SAN FRANCISCO

JAN 13 1933

Gentlemen:

The Golden Gate Bridge is your Bridge.

Accordingly, it will be our pleasure from time to time to forward you copies of press releases together with other informative memoranda concerning progress of construction and other phases of your bridge.

It would be greatly appreciated if you would relay this information to your officers, directors, members and others interested in your community.

It will be our endeavor to answer any questions you or your associates may wish to propound -- to the end that the up-to-date status of your Golden Gate Bridge project may be before you at all times.

Allow us to remain,

Very truly yours,

GOLDEN GATE BRIDGE AND HIGHWAY DISTRICT

By

*H. Clay Bernard*  
H. CLAY BERNARD  
Commercial Division

HCB:B



NEWS BUREAU  
GOLDEN GATE BRIDGE AND HIGHWAY DISTRICT  
Stuart B. Dunbar  
85 Post St., San Francisco.

Release Monday,  
January 15, 1934.

Work on the Golden Gate Bridge project stands 25 per cent completed after a year of construction activities, indicating strict adherence to the four year program undertaken by the bridge engineers.

This was reported yesterday by General Manager James Reed, of the Golden Gate Bridge and Highway District, who stated that under the 1934 schedule it is proposed that the work on the monumental span will keep pace with that of the previous year.

The 25 per cent figure, as presented by Mr. Reed, represents production of material in the eastern plants as well as actual construction at the bridge site.

According to the general manager's report an analysis of man days of employment on the Golden Gate Bridge on an eight hour day basis for the year 1934 indicates that an average of 3,610 men will be employed on the project daily, either directly or indirectly. This gives a total of 6,048,000 employment hours for the year 1934.

Expenditure for the year 1934 will total \$7,500,000 and will bring the total project to the stage of 50 per cent completion.

With the 1934 construction program already under way, work has started on the erection of the anchorage steel in pylon N 1 on the Marin side. One hundred and sixty tons of steel will be required for this pylon alone. Pylon S 1, on the San Francisco side, has now reached a total height of 94.5 feet from the lowest point in the pylon excavations. Construction of pylon S 1 will continue to plus 181.5 feet before it is temporarily discontinued for cable erection. With the completion of the cable this pylon will be extended to its total height of 249 feet.

In connection with the construction of pylon S 1 an interesting problem has arisen. This is what disposition is to be made of a number of large vaulted chambers inside of the pylon.

These chambers are as large as the average lodge room and naturally are fireproof and would afford many valuable cubic feet of storage space.

One solution of the problem that has been suggested is that in the event that old Fort Winfield Scott is converted into an historic museum these chambers in the pylon can be used as work rooms and store rooms for material that will be on display, as well as packing boxes and containers for display materials in transit.



### \$3 Golden Gate Bridge.

During the past week the Marin tower has reached the height of 364 feet above mean high water level. This is 49 per cent or almost half of the total pier height of 746 feet.

Steel erected on the Marin tower during the past week, according to Chief Engineer Joseph B. Strauss, totals 771 tons. This brings the total steel erected to date on the Marin tower to 8,754 tons.

Total concrete poured to date on the entire project, according to the chief engineer's figures is 133,484 cubic yards.

With the anchorages complete on both the San Francisco and Marin side until the cables are strung, work of clearing up and grading around the huge concrete blocks is under way, together with the placing of drainage facilities and other work that will wind up this particular stage of construction.

Repairs to the access trestle at Fort Point also are being carried on with all possible dispatch and preparations are being rushed for the construction of the fender wall of the south pier under the revised plan recently adopted by the engineering board, consisting of Chief Engineer Joseph B. Strauss, A. H. Armann and Leon S. Moissciff, of New York and Professor Charles Derleth, Jr., Dean of the College of Engineering of the University of California.



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President

A. MARTINELLI  
1st Vice-President

SUPR. ANDREW J. GALLAGHER  
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4th Vice-President

CLYDE EDMONDSON  
General Mgr. and Secy.

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A Non-Profit Institution of Five Counties

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REDWOOD EMPIRE ASSOCIATION

General Offices

85 POST STREET, SAN FRANCISCO

TELEPHONES: GARFIELD 6554.5

COPY

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December 18, 1933

Mr. Roy Zuver, Secy,  
Mendocino Coast Chamber of Commerce,  
LITTLERIVER, Calif.

Dear Mr. Zuver:

Pursuant to program, the writer made a special trip to Long Beach, to appear before the California Highway Commission and State Dept. of Public Works during their regular monthly meeting, for the purpose of further pressing the request for reconnaissance surveys for Golden Gate Bridge approach to the Shoreline Highway, also for necessity of obtaining rights of way now along the Shoreline Highway, especially wherein property owners are willing to give rights of way without charge.

These matters were quite clearly discussed but no commitments were made by the Commission, primarily because of their desire to speed the letting of contracts on projects included in the biennium budget for the purpose of putting as many men to work as possible as required by the Federal government regulations and as required by present unemployed conditions in the State.

Would suggest, therefore, that you mobilize your various organizations and citizens early next month, and have each of them send a communication to the following at the address indicated:

Earl Lee Kelly, Director of State Department of Public Works,  
Sacramento, marked PERSONAL

Harry A Hopkins, Chairman, California Highway Commission, Taft, Calif.  
marked - PERSONAL.

By early February the time should be propitious for a direct follow-up in the form of presentation to the Commission.

With best wishes and holiday greetings to all,

Sincerely yours,

Clyde Edmondson

The original and present plans for the Shoreline Highway were set up by the Nine-Counties Highways Committee of the REDWOOD EMPIRE ASSOCIATION, through the following units: construction program by the Shoreline Joint Highway District; Jenner Bridge by the Shoreline Highway Bridge District; publicity and advertising by the Shoreline Highway Association. All of these units are affiliated with the REDWOOD EMPIRE ASSOCIATION.



March 9, 1934.

Dear Mr. Steele;

At the meeting of our Progressive Club the other evening I was asked to write you for advice and information.

We wish to ask whether you can help us, or tell us where we must write to get help to have the State highway men repaint the white line on the coast road between Stinson Beach and Delans corner.

This white line has been most effective on the many turns of our coast road. It certainly gives one a much better idea of just how much room one has on these turns.

We should greatly appreciate it if you could help us in this matter some way, as we are at sea as to where to go since the road has been taken over by the State.

There has been considerable traffic over this way since the ambergris (supposed) has been found, and I found it very dangerous last night when I came home. Most of the drivers going the other way were apparently not acquainted with our turns and most of them were hugging the inside of the turns. When the white line is clear we do not seem to have so many of these inside drivers.

Hoping you can give us a bit of help in this matter, I remain,

Very truly yours,

Hilda M. Grunert,  
Secretary.



# CALIFORNIA STATE AUTOMOBILE ASSOCIATION

INCORPORATED

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E. R. HAWKE	MODESTO
J. H. THRELKELD	SAN FRANCISCO



ADDRESS REPLY TO  
SAN RAFAEL DISTRICT OFFICE  
401 FOURTH STREET  
TELEPHONE SAN RAFAEL 608  
SAN RAFAEL, CALIFORNIA

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W. F. STEWART	ASST. MANAGER
HENRY J. MARITZEN	OFFICE MANAGER
L. STADTFELD	SUPERVISOR OF CLAIMS

3-12-34

Mrs Hilda M. Grunert,  
Stinson Beach.

Dear Mrs Grunert:

This will acknowledge receipt  
of your letter of March 9th, relative to repainting  
of white line between Dolan's Corner and Stinson Beach.

We have sent your letter in to  
our Mr C. C. Cottrell, Manager of Highways Bureau, and,  
no doubt, he will get in touch with you within a short time.

Assuring you it is a pleasure to  
be "AT YOUR SERVICE", I am

Very truly yours,

J. D. STEELE,  
San Rafael Dist. Mngr.

JDS:L



NATION WIDE SERVICE THROUGH AFFILIATION WITH AMERICAN AUTOMOBILE ASSOCIATION



# CALIFORNIA STATE AUTOMOBILE ASSOCIATION

INCORPORATED

GENERAL OFFICES: 150 VAN NESS AVENUE., SAN FRANCISCO

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J. H. THRELKELD	SAN FRANCISCO



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TELEPHONE SAN RAFAEL 608  
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L. STADTFELD	SUPERVISOR OF CLAIMS

3-17-34

Mrs Grunert, Secy.,  
Stinson Beach Progressive Club,  
Stinson Beach.

Dear Mrs Grunert:

Supplementing our previous correspondence relative to white line on the Coast Highway from Dolan's Corner to Stinson Beach, wish to advise that our Mr C. C. Cottrell, Manager of Highways Bureau, took the matter up with Col. J. H. Skeggs, District Engineer, Department of Public Works, and we are today in receipt of a letter which reads in part as follows:

"This will acknowledge receipt of your letter enclosing copy of letter from the Progressive Club of Stinson Beach, relative to painting white line on the Coast Highway in lower Marin County. As you are no doubt aware, some 6,600 miles were recently added to the highway system, and a great deal of such mileage falling within the boundaries of this District require striping. Our crew, which has been especially trained for this work, is applying lines on every day that weather permits, as it is necessary that the pavement be dry before paint can be laid. It is anticipated that work on the section of highway referred to will be completed within the next three or four weeks."

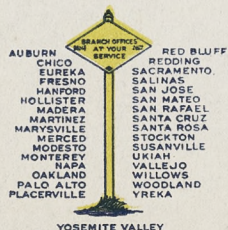
From the above you will note that this matter has already been taken under advisement.

Assuring you it is a pleasure to be  
"AT YOUR SERVICE", I am

Very truly yours,

J. D. STEELE  
San Rafael Dist. Mngr.

JDS:L



NATION WIDE SERVICE THROUGH AFFILIATION WITH AMERICAN AUTOMOBILE ASSOCIATION



March 26, 1934.

California Tourist Association,  
P.O.Box. 49, 728 I St.,  
Sacramento, Calif.

Dear Sir:

Your letter of March thirteenth was received by the undersigned, altho addressed to the Chamber of Commerce, as this organization is the only one in our small community of Stinson Beach. The resort owners have not organized and do not send out any amount of literature.

Upon receipt of your letter I took it upon myself to canvas every resort owner in town for such literature as you would need to recommend the place to tourists, but to my astonishment not one folder was to be had with the exception of the one enclosed.

Mrs. Van Osten assured me that she would have more folders printed soon and would then send you a supply. This Van Osten resort really is the nicest we have here and I feel sure you need not hesitate to recommend it.

There are also many small cottages to rent at varied prices, as well as a good camp ground which charges .50¢ per car per day. But it would be useless to give you a list of names and prices of these small places without some accompanying literature.

Van Ostens' prices are about the average of anything one might get here. The cheaper accommodations are scarce.

Sorry not to be able to be of more help but hoping that the above gives an idea of what can be found here; I am glad to be of service at any time

Yours very truly,

Hilda M. Grunert,  
Secretary,



March 31, 1934.

Mr. Frank V. Airey,  
Stinson Beach.

Dear Frank:

As there has been considerable soliciting for funds for the use of the fire department at our Club meetings lately by various members of our organization and community I was asked to write you a letter and ask you to have the fire department meet with the Progressive Club at our next meeting.

The object will be simply to talk over how best to help you to raise funds to keep the fire engine in good working order.

We hope that you will get your officers together and meet with us on the evening of April fourth. We want to help all we can and a well equipped fire engine is something we all want.

Yours very truly,

Hilda M. Grunert,  
Secretary.



April 24th, 1934.

T. H. Dennis, Maintenance Engineer,  
California Highway Commission,  
Sacramento, Cal.

Dear Mr Dennis:-

As a Community Organization and in behalf of every resident, we thank you for the white line recently painted along the center of our highway from Dolans Corner to the head of Bolinas Lagoon.

Because of the many blind curves this is an important safety feature but to those who drive this road on foggy nights, when it is not possible to see either edge of the road, this white stripe is literally a "Life Line".

We also express our appreciation of the care given this road since it was taken into the Secondary Highway System. Prompt removal of rock and dirt slides after rains, frequent repairing of such holes as came in the surfacing, and the general attention to drainage and maintenance have given us a new conception of the service given by the State Department of Highways.

It is a pleasant contrast to the road we travelled for many years.

Very truly yours

Progressive Club of Stinson Beach,

President





## California State Automobile Association

## INTER-OFFICE CORRESPONDENCE



From San Rafael Office, To Main Office. Date 4-11-34  
Attention of Mr C. C. Cottrell. In reply to letter dated \_\_\_\_\_  
Subject Progressive Club - Stinson Beach.  
(Do not write about more than one subject in a letter)

Dear Mr Cottrell:

Supplementing our previous correspondence relative to the above subject, wish to advise that I had occasion to go over the Highway from Dolan's Corner to Stinson Beach today, and I noticed that the men are at work painting a white line on this particular road.

I feel sure that Mrs Grunert, Secretary of the Progressive Club of Stinson Beach, who originally brought this matter to our attention, as well as the members of this Club and other motorists will greatly appreciate your efforts in taking this matter up with Col. Skeggs of the Department of Public Works, as the striping of this particular road will do much to aid the motorist in keeping his own side of the road. As you probably know this road is rather narrow in spots, is very winding, and has many turns.

Again thanking you for your interest,

I am

Very truly yours,

J. D. STEELE,  
San Rafael Dist. Mngr.

JDS:L  
cc: Mrs Grunert.  
Stinson Beach.



THIS HOTEL IS ABSOLUTELY FIREPROOF  
**HOTEL HAYWARD**  
550 ROOMS

SPRING AND SIXTH STREETS

LOS ANGELES, CALIFORNIA

*Mr T. H. Dennis  
Maintenance Engineer  
California Highway Commission  
Sacramento Calif*

Stinson Beach, Calif.  
November 21st, 1934.

*Dear Sir:-*

Some months ago, we expressed for this Club and our Community, appreciation for the white "Traffic Line" placed on the highway to Stinson Beach.

We made no audible comment later, when some of the natural barriers along the road-tree trunks, rock faces, culvert basins, were painted white to define the edges, but each time we drove in a fog, we registered, mentally, a prayer of thanks.

Now that white posts are being placed along the most dangerous curves, we write again that you may know we are grateful.

We would also commend the efficiency of the "Road Crew!" Wednesdays rain brought down from the cliffs, considerable dirt and rock but it was all cleared Thursday. Sundays much heavier rain brought down tons of rocks, making the inside lane impassable for some distance, along several miles. They were all cleared away Monday.

Again we say, "Thank You"

The Progressive Club of Stinson Beach

*W. B. Marble*

President.

*Copy to  
Col John H. Ikeggs  
Division Engineer  
Cal Highway Commission.  
Cal State Bldg - I. E.*





Edmondson

T H Dennis

Maint Eng-

Cal H way Comm's

Sul

Col John H Skeggs

Dir Eng - State Bldg

J H Purcell Chief Eng

Cal H. C.